



TRAVEL PLAN
SAINT JAMES PLACE,
ROCHDALE
ALAM INVESTMENTS LTD
DECEMBER 2025

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1. INTRODUCTION

INTRODUCTION

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Alam Investments Ltd to support a change of use application to provide residential dwellings at the former Saint James Place offices, Yorkshire Street, Rochdale.

SITE LOCATION AND DEVELOPMENT PROPOSALS

- 1.2 The site is located 1.4km northeast of Rochdale town centre (21-minute walk) and is bound by Yorkshire Street to the north, offices to the east, warehouses to the south and John Street to the west. The site location is shown in **Figure 1.1**, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Site Location



(Source: Google Maps)

- 1.3 The proposed development comprises of 21 residential dwellings:
- 17 1-bed apartments;
 - 4 2-bed apartments.

- 1.4 The building takes access from Yorkshire Street on the northern boundary of the site. There is no car parking provided as part of this development proposal. An internal secure cycle store is provided as part of the development with 16 cycle parking spaces.

DEVELOPER'S COMMITMENT TO TRAVEL PLANNING

- 1.5 A Travel Plan is a general term for a package of measures tailored to the needs of an individual site and aimed at promoting greener, cleaner travel choices and reducing reliance on the car. It involves the development of a package of support, initiatives, and targets that together can enable individuals on a site such as this to reduce the impact their travel has upon the local environment.
- 1.6 Alam Investments Ltd recognise that by developing a Travel Plan, sustainable travel patterns can be established from the outset and maintained over time, minimising the impact that the development has upon the local environment and ensuring that, where possible, all residents are able to make informed journey choices.
- 1.7 Residential travel plans can deliver a wide range of benefits to developers themselves, as well as to residents and the wider community. At the sales and marketing stage a proactive Travel Plan can assist a residential developer in promoting a site as an accessible and sustainable location to live, with a range of travel options available to prospective residents. This process enables residents to make a fully informed decision when choosing to move to the site, taking into account the site's location relative to sustainable travel options, and the knock on effect this may have upon reducing the need to use a car for regular or one-off journeys.
- 1.8 The promotion of sustainable travel options from an early stage provides a cost-effective mechanism by which developers can minimise the level of car based trips generated by a development, which in turn reduces the impact a development has on local traffic levels, air quality and road safety.
- 1.9 The individual benefits to be derived through the use of sustainable travel options range from financial savings through reduced fuel consumption, improved health through increased use of active travel modes (walking and cycling), and greater choice in the travel options available.
- 1.10 Recognising these benefits, Alam Investments Ltd are fully committed to the process of delivering this Travel Plan in taking the development forward. Furthermore, they are committed to providing the appropriate level of resource to ensure the continued strategic

implementation of the measures contained within this document, monitoring the progress of the plan, and amending it where necessary.

THE TRAVEL PLAN VISION

1.11 The vision for this Travel Plan is to:

“Make the development a place where residents and visitors can be fully informed when choosing travel modes for undertaking both regular and one-off journeys, and in doing so reduce their reliance upon the private car and the resultant impact on the local environment.”

TRAVEL PLAN AIMS AND OBJECTIVES

1.12 To achieve this vision, the aims of this Travel Plan are to:

- Clarify the measures that Alam Investments Ltd will deliver at the site;
- Maximise the attractiveness of the development to potential residents by highlighting the accessibility of the site by a range of travel options; and
- Minimise the effect the development has on the environment and local highway network by promoting the use of these sustainable travel options.

1.13 As a result, the objectives of the Travel Plan are to:

- Identify the range of travel options available to the site;
- Identify the mechanisms required to maximise the use of sustainable travel modes amongst residents; and
- Identify the mechanism by which the success of this Travel Plan can be monitored and reported upon.

2. POLICY REVIEW

INTRODUCTION

- 2.1 This section of the Travel Plan identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

NATIONAL POLICY CONTEXT

National Planning Policy Framework (NPPF – MHCLG, December 2024)

- 2.2 The revised National Planning Policy Framework was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development. The key change in the most recent NPPF is the emphasis placed upon a vision-led approach, indeed Paragraph 109 states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places."
- 2.3 The focus of development proposals should be to create a vision for the site and identify how that will be achieved, prioritising accessibility by sustainable modes through design whilst ensuring that "Any significant impacts from the development on the transport network (in terms of capacity and congestions), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."
- 2.4 Paragraph 116 identifies that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."
- 2.5 This Travel Plan demonstrates that the development proposals take full advantage of existing facilities for sustainable travel, locally, and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

LOCAL POLICY

Places For Everyone Joint Development Plan Document (2022-2039)

- 2.6 The Places for Everyone 2022-2039, adopted in March 2024, outlines the strategic vision and policies guiding sustainable, inclusive development with the Borough of Greater Manchester. The plan focuses primarily on Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan as key strategic areas for development.
- 2.7 The Plan serves as the primary framework for assessing planning applications, identifying the need to align growth alongside improved infrastructure, accessible housing, and sustainable development with a focus on regenerating brown sites. Key objectives relevant to transport and community infrastructure include:
- **Objective 2: Create neighbourhoods of choice** – Encouraging development to focus on areas that are accessible and sustainable, including prioritising brownfield sites in core growth areas or town centres.
 - Prioritising sustainable modes of transport to reduce the impact of vehicles on communities.
 - **Objective 5: Reduce inequalities and improve prosperity** – Focuses on accessibility and access to the workplace, including ensuring improvements made towards transportation in the local areas to support workplace movement.
 - **Objective 6: Promote the sustainable movement of people, goods and information** – Ensure that developments encourage sustainable transportation as an accessible alternative, including new homes being within 800 metres of public transport hubs.

Rochdale Core Strategy (2016-2028)

- 2.8 Adopted October 2016, the Rochdale Core Strategy is the lead document on the Rochdale Local Plan. The document sets out the vision, strategy, development principles and policies to guide development in Rochdale until 2028.
- 2.9 The Rochdale Core strategy sets the direction of growth and development over the next couple of years, including a number of strategic policies which set out the overall pattern, scale and quality of development to deliver the development principles and spatial development strategy for the district. The following policies are of relevance to the development proposals:
- **Policy S01: To deliver a more prosperous economy** – Ensure good transport accessibility to jobs and markets within and beyond Greater Manchester.

- **Policy SO2: To create successful and healthy communities** – Focus on delivering sufficient housing to meet demands, while also ensuring housing is supported by community facilities, service infrastructure, open space etc.
- **Policy SO5: To improve accessibility and deliver sustainable transport** – Direct development to the most accessible locations and improve access to the public transport network.

SUMMARY

- 2.10 This Travel Plan has been prepared to take into account the overarching themes of both national and local policy guidance, which seeks to encourage development that is readily accessible by means other than the private car.

3. ACCESSIBILITY & CONNECTIVITY

INTRODUCTION

- 3.1 This section of the Travel Plan describes the existing infrastructure that will facilitate and encourage trips to the site by foot, bicycle or public transport, rather than by car. Local Amenities and a 20-Minute Neighbourhood

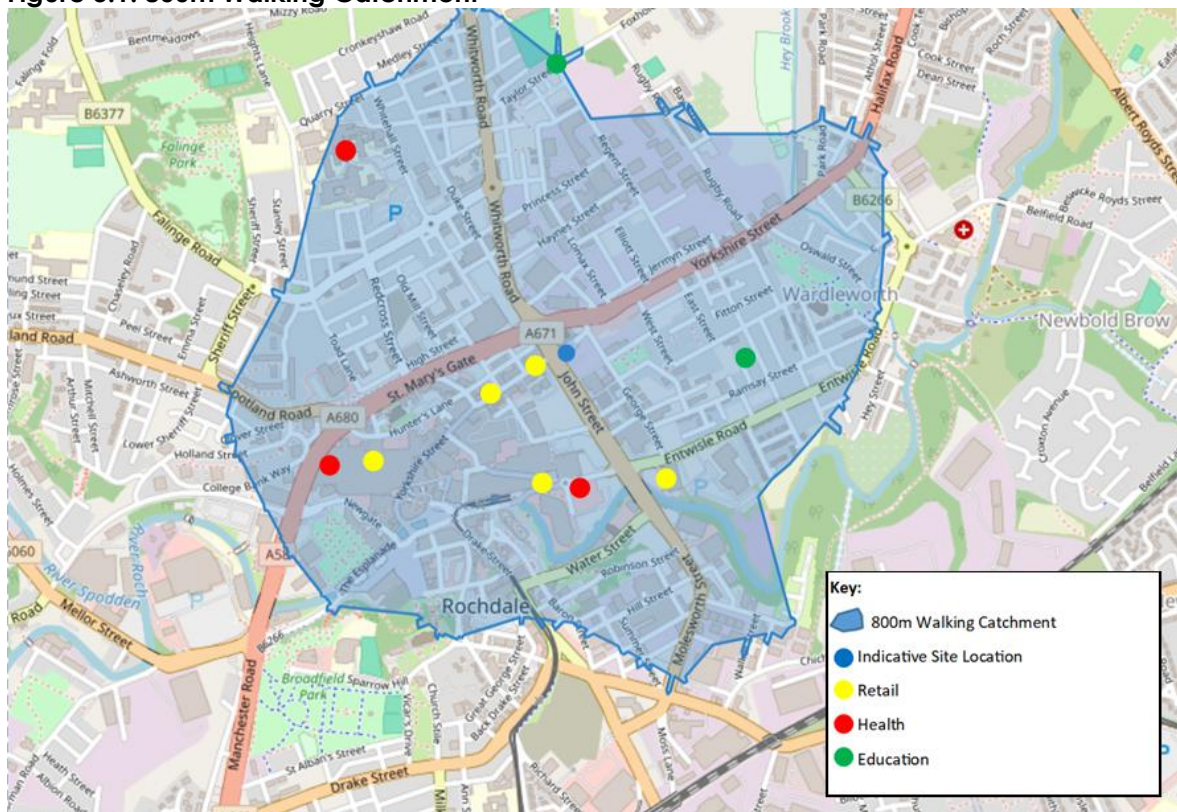
ACTIVE TRAVEL OPTIONS

- 3.2 The idea of the '20-minute neighbourhood' is a complete, compact and connected neighbourhood, where people can meet their everyday needs within a short walk or cycle. The benefits of the 20-minute neighbourhood include boosting local economies, improving health and wellbeing, increasing social connections in communities, and tackling climate change.
- 3.3 Key principles include:
- Proximity to essential services (schools, healthcare, shops, leisure);
 - Access to green space;
 - Availability of public transport; and
 - Safe, attractive walking and cycling networks.
- 3.4 An 800m walking catchment from the site is illustrated in **Figure 3.1**, overleaf. Within 800m walk of the site, there are a number of schools, health, retail and leisure facilities, these include:
- Rochdale Riverside Retail & Leisure Shopping Centre;
 - Farmfoods;
 - Aldi;
 - Rochdale Exchange Shopping Centre;
 - Townhead Post Office;
 - St Patricks RC Primary School;
 - Heybrook Nursery School;
 - Rochdale Infirmary;
 - JD Gyms Rochdale;

- RISE Innovate Centre.

- 3.5 Pedestrian access to the site will be taken via the existing access on Yorkshire Street to the north of the site and which benefits from street lighting at the entrance. In the vicinity of the building entrance, there is a pedestrian area that provides an accessible route to the bus stop on St Marys Gate.
- 3.6 On the west boundary of the site, there is a signal-controlled staggered toucan crossing across John Street, with tactile paving and drop kerbs to support pedestrian crossings. There is guard railing atop the central reserve and on both sides of the carriageway to encourage pedestrians to use the crossing, with the rail extending 40m to the north. Approximately 480m south of the site there is a puffin crossing, supported by tactile paving and dropped kerbs across John Street.

Figure 3.1: 800m Walking Catchment



(Source: Open Street Map)

- 3.7 Following the toucan crossing west of the site, Yorkshire Street follows a one-way street, with speed restrictions of 20 mph. Both sides of Yorkshire Street benefit from footways, with dropped kerbs and street lighting. Approximately 180m west, Yorkshire Street develops into a pedestrianised street, with signage indicating no vehicle entry. From here, there are a range

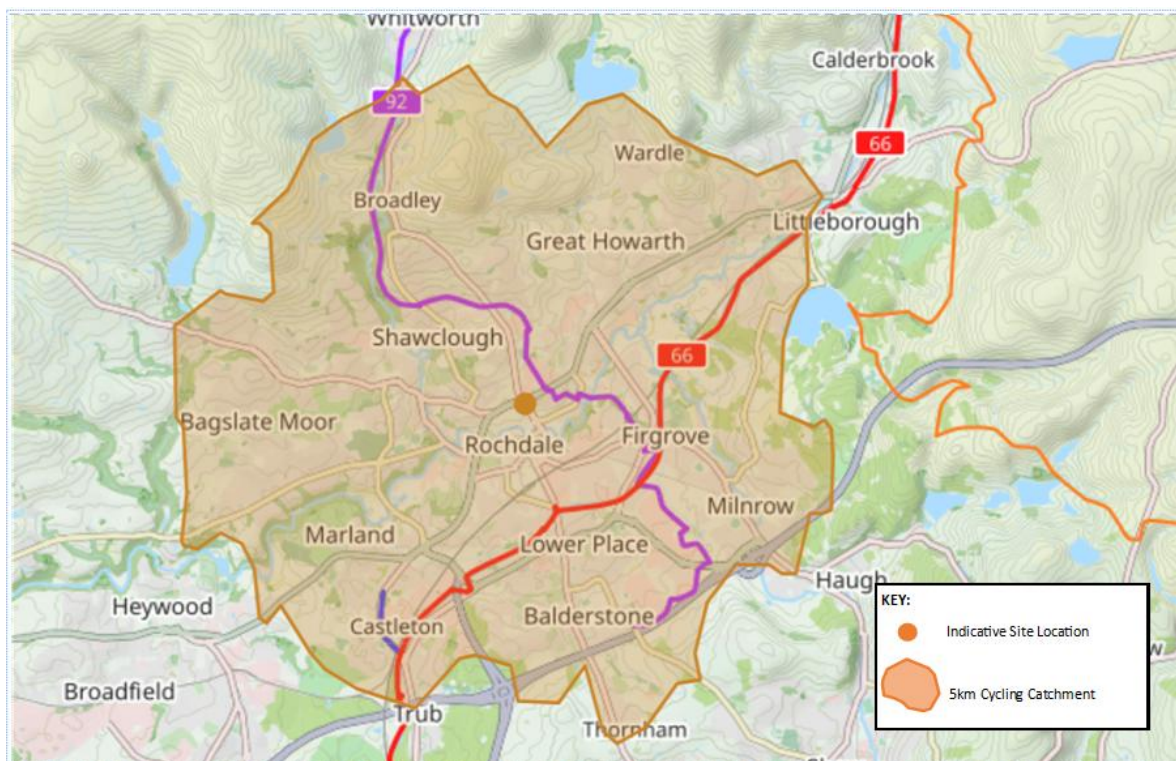
retail and health facilities that can be accessed, with the Rochdale Exchange Shopping Centre and town centre under a five-minute walk once entering the pedestrianised area.

3.8 Cycling

3.9 Five kilometres is typically considered to be a distance which people can realistically be expected to cycle, with relevant guidance stating that “cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”.

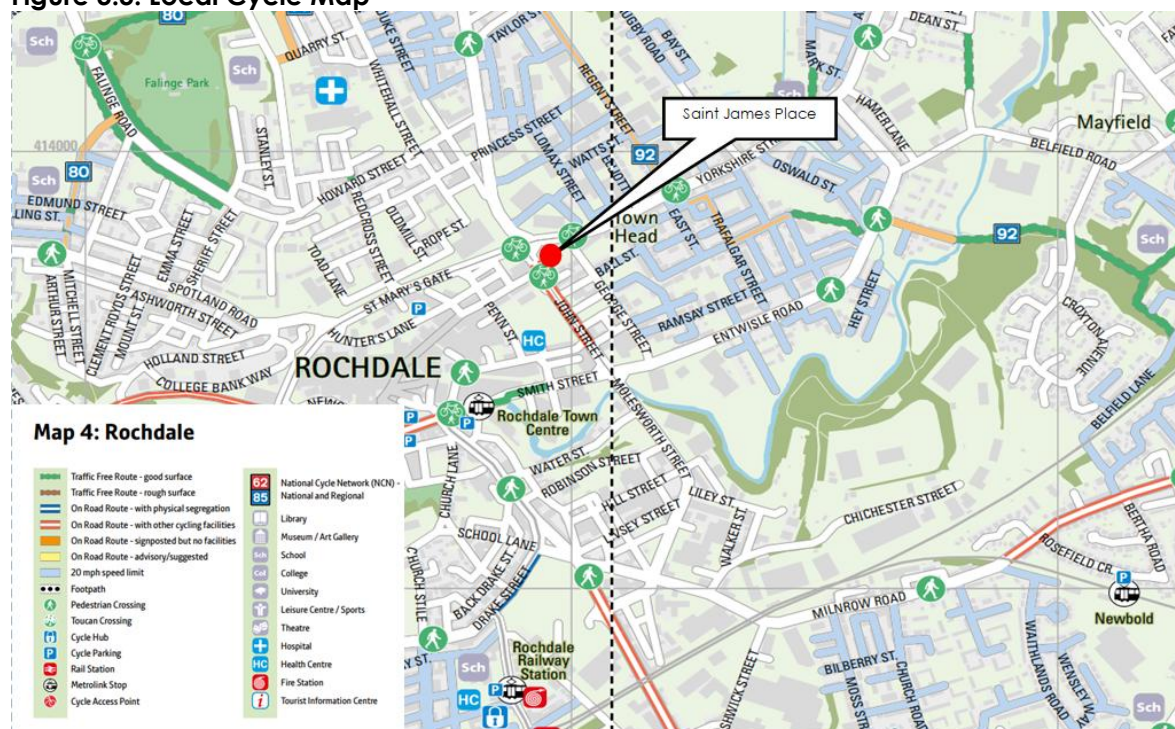
3.10 A 5km cycling catchment from the site includes Rochdale, Shawclough, Broadley, Marland, Baldestone and Castleton. A 5km cycle catchment can be seen in **Figure 3.2**.

Figure 3.2: 5km Cycling Catchment



(Source: Open Street Map)

Figure 3.3: Local Cycle Map



(source: Greater Manchester Cycling Map)

- 3.11 As highlighted in **Figure 3.2**, the closest formal cycle path is the National Cycle Route 92, which can be accessed via Yorkshire Street to the northern boundary of the site. The route connects Rochdale to Britannia via the Healey Dell Nature Reserve and offers a direct cycle route to nearby places such as Firgrove and Balderstone.
- 3.12 Additionally, as can be seen from **Figure 3.2**, many of the surrounding roads are subject to 20 mph speed limits mile zones, making it more attractive for cyclists travelling around the town. These routes give access to the NCN 92, which can be used for commuting or leisure purposes.
- 3.13 Cycling is considered to be an attractive travel option for future residents. The surrounding road network is generally suitable for cycling, offering safe and convenient routes. Further details of the amenities accessible within cycling distance of the site are provided in the table below.

Table 3.1: Cycle Distances to Amenities

Amenity	Distance	Cycle Time
Education		
Rochdale Additional Needs School	550m	2 mins
Heybrook Primary School	650m	2 mins

Faligine Park High School	1.4km	7 mins
Retail / Leisure		
Townhead Post Office	150m	1 min
Aldi	450m	2 mins
Rochdale Riverside Retail & Leisure	550m	2 mins
Rochdale Exchange Shopping Centre	650m	3 mins
Rochdale Interchange Bus Station	850m	3 mins
JD Gyms Rochdale	1km	5 min
Health		
Yorkshire Street Pharmacy	220m	2 mins
Rochdale Infirmary	750m	3 mins
Vista Health Rochdale	1.3km	4 mins

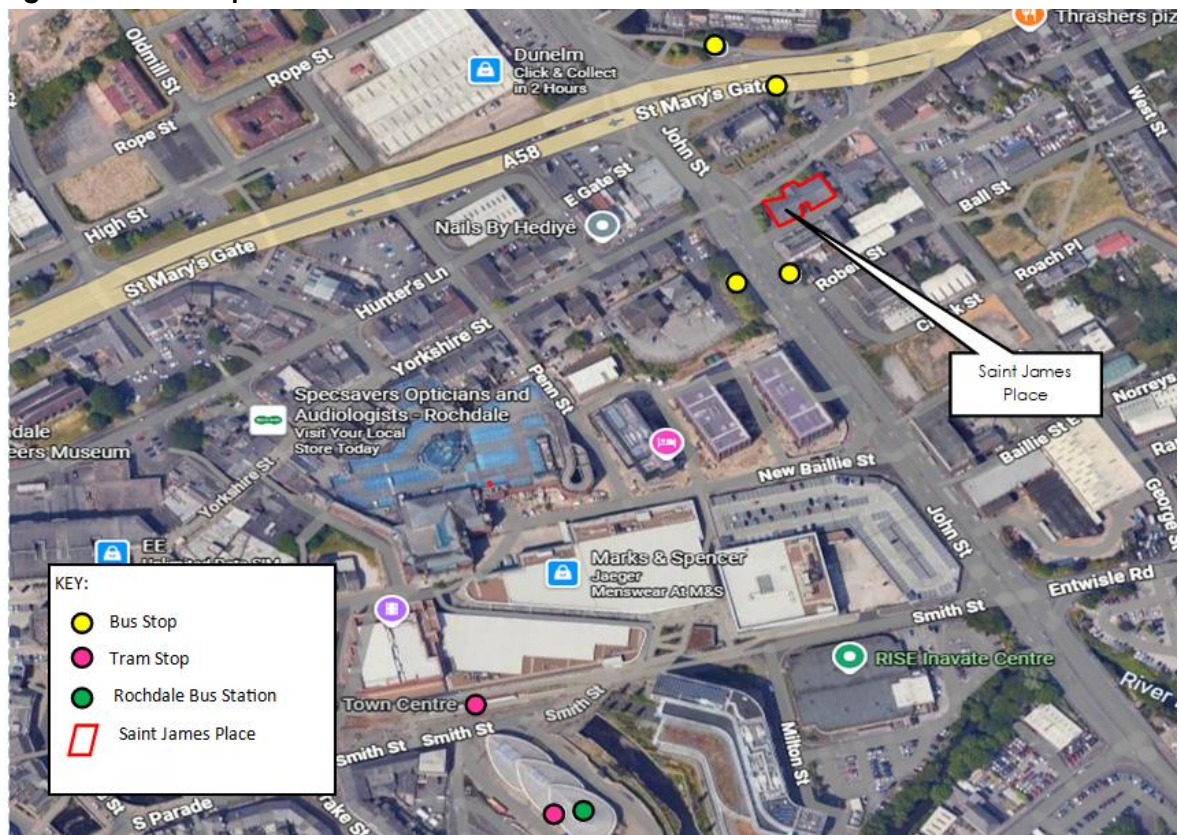
(Source: Google Maps)

PUBLIC TRANSPORT ACCESSIBILITY

Bus Services

- 3.14 The closest bus stops to the site are located on John Street approximately 70m west of the site (1-minute walk), for the north and south bound services, respectively. Both of these stops benefit from a pole and a flag, while the northbound stop also benefits from a shelter, and seating and a designated hard shoulder.
- 3.15 There are additional bus stops on St Marys Gate, which can be accessed approximately 80m north of the site (1-minute walk).
- 3.16 **Figure 3.5** illustrates the locations of the closest bus stops whilst **Table 3.2** summarises the services available from these stops.

Figure 3.5: Bus Stop Locations



(Source: Google Maps)

Table 3.2: Bus Service Summary

Service	Route	Approximate Headway			
		Weekday	Weekday Evening	Saturday	Sunday
Yorkshire Street					
456/458	Rochdale – Littlebournough	30 mins	30 mins	30 mins	30 mins
590	Halifax Bus Station - Rochdale Bus Station	60 mins	5 services	60 mins	60 mins
John Street					
440	Rochdale - Syke	60 mins	60 mins	60 mins	60 mins
464	Accrington - Rawtenstall - Bacup - Rochdale	15 mins	15 mins	15 mins	30 mins
800	Falange Park High School - Smallbridge	2 service	-	-	-
862	Syke Chapel - St Cuthberts RCHS	2 service	-	-	-

(Source: PT Operators) *varying frequencies

- 3.17 Connecting bus services are available from Rochdale Bus Station, approximately 600m southwest of the site, which can be accessed in an 8-minute walk or a 5-minute bike ride.

Local Tram Service

- 3.18 Alongside the bus service, the pink tram line runs from Manchester to Rochdale and is accessible within a 7-minute walk (550m) from the site via John Street.
- 3.19 Via the service, a tram can be taken directly into Manchester City Centre, which takes just under 50 minutes. Services travelling from Rochdale runs every 12 minutes.

National Rail Services

- 3.20 The closest railway station to the site is Rochdale, located approximately 1.4km south of the site. This can be accessed in around 20 minutes by foot or 7 minutes by bike. Managed by Northern Railway, this station benefits from step-free access and cycle storages, equipped with 16 cycle stands.
- 3.21 The station benefits from links with local areas in Greater Manchester and further afield. **Table 3.3**, shows the available destinations and the frequency from Rochdale station.

Table 3.3: Train Service Summary

Destination	Frequency
Manchester Piccadilly	10 mins
Salford Crescent	10 mins
Wigan	15 mins
Leeds	20 mins
Blackburn	20 mins
Bradford Interchange	20 mins

SUMMARY

- 3.22 Overall, it is considered that there are excellent opportunities for walking and cycling locally, with good pedestrian and cycling infrastructure connecting the site with key local amenities. Furthermore, frequent bus services can be accessed on St Mary's Gate and John Street, to a range of destinations including the town centre. Rochdale railway station is also located within good walking / cycling distance. Trips to and from the proposed development site can, therefore, easily be undertaken by sustainable modes of travel, thus minimising the use of the private car.

4. TRAVEL PLAN MEASURES

INTRODUCTION

- 4.1 As noted at the outset of this report, Alam Investments Ltd are committed to implementing a Travel Plan programme at the Saint James Place development. This programme includes a tailored package of measures, delivered in pursuit of the visions, aims and objectives of this Travel Plan strategy.
- 4.2 The programme is structured around the following themes, which will be expanded upon below:
- Management of the Travel Plan;
 - Engagement on travel choices; and
 - Support for Sustainable travel choices.
- 4.3 The following section will outline the package of measures that will be delivered at Saint James Place, providing examples of comparable measures delivered in a similar context elsewhere, where appropriate.

MANAGEMENT OF THE TRAVEL PLAN

- 4.4 Alam Investments Ltd will be responsible for appointing a Travel Plan Coordinator (TPC). The TPC will be responsible for implementing the range of measures and actions identified within this Travel Plan, and will be in post until a point five years after first occupation. The contact details for the Travel Plan Coordinator will be provided to the Council upon appointment.
- 4.5 Alam Investments Ltd are committed to make available a suitable budget provision to cover the implementation of this Travel Plan in full. A suitable Travel Plan Coordinator budget will, therefore, be set aside to fulfil the role and the related measures and actions.

ENGAGEMENT ON TRAVEL CHOICES

- 4.6 One of the key aims of the Travel Plan programme is to ensure that those who live at the site are fully aware of their local travel options, and the benefits of making a switch away from habitual use of the car.
- 4.7 For many journeys the car can provide a convenient or practical travel option and may continue, therefore, to be used through choice or need by some. There are also, however,

many occasions where the car is used purely due to familiarity or habit, and where people may be inclined to travel differently if made aware of the choices available to them.

- 4.8 Through the Travel Plan programme residents will, therefore, be provided with information on their local travel options. This information will be presented in an engaging and professional format, helping to ensure that it is appealing to the widest possible audience. At this development, the following materials will and have been prepared:

Bespoke Travel Guide

- 4.9 A bespoke travel guide will be prepared for the development. Within the travel guide, residents will be presented with the following key information:
- A map, illustrating the location of key local destinations relative to the site;
 - An overview of local active travel options and infrastructure, with typical walking and cycling times to key local destinations as well as the health benefits of active travel;
 - Links to key sources of further information which can assist in the planning of a local journey by foot or by bike;
 - An overview of local public transport options, including key information on the route and frequency of local services, with typical journey times to key local destinations;
 - Advice on the most appropriate sources of further information on public transport options, including details of relevant smart phone apps and journey planning tools;
 - A summary of timetables, which will also point future residents to the location of online timetables which can be viewed and downloaded;
 - Details of local (and appropriate national) car share schemes and car clubs, which can be used to connect with others undertaking a similar journey by car;
 - Advice on making the switch to an electric or hybrid vehicle, with links to key sources of further information;
 - Promote Cycle to Work and liftshare.com schemes;
 - Details of a range of offers, discounts and savings;
 - Advice on the support available, including the offer of a Personal Journey Plan.
- 4.10 The TPC will ensure that all new residents are provided with a copy of the guide on first occupation, alongside their welcome pack. The TPC will also assume responsibility for reviewing the content of the guide on a regular basis, to ensure that any changes to local travel options are reflected.

Bespoke Sustainable Travel Newsletter

- 4.11 Having provided residents with information on their local travel choices at first occupation, it is important to follow this up with further engagement throughout the first years of living at the site.
- 4.12 This helps to remind people of the benefits of making sustainable travel choices, reminds them of the options available to them, and in some cases provides an update on any changes to local travel options, or new related tools and initiatives. The newsletter also provides an opportunity to engage with second occupants of any apartments at the development that are sold on, or tenants of any apartments at the development that are rented.
- 4.13 For this reason, all occupied apartments at the development will be sent an annual sustainable travel newsletter, around the time of the monitoring exercise each year.

Personal Journey Planning Support

- 4.14 Promoted through the above engagement materials will be the offer of a free 'personal journey plan', which will help to inform residents of the journey options available for a regular journey of their choice.
- 4.15 Based upon the journeys start and end point, and the intended time of travel, the TPC will present the residents with details of the travel options available. This will include details such as journey time, route and even the exact location of which bus stops to use if travelling by public transport.

SUPPORT FOR SUSTAINABLE TRAVEL CHOICES

- 4.16 Whilst in some cases, the provision of information alone can be enough to influence an individual's travel behaviour, in other cases there can be a need to offer additional support or incentive. For this reason, a number of further measures will be delivered through the Travel Plan programme at Saint James Place.

Provision of Cycle Storage

- 4.17 To support those who cycle, cycle storage will be provided by Alam Investments Ltd in order to provide sufficient parking space(s) per dwelling.

5. TARGETS, MONITORING AND REPORTING

INTRODUCTION

- 5.1 When delivering a Travel Plan, it is important to monitor its progress and success. Given that the site will be car free, and therefore, there will be negligible trips by car associated with the development, it is considered that the targets of the travel plan will be action based.
- 5.2 A monitoring strategy has also been set out below, which details how the success of the Travel Plan will be recorded and reported to the officers at Rochdale Council.

TRAVEL PLAN TARGETS

- 5.3 Targets are essential to ensure that everyone involved in the Travel Plan process knows what needs to be done and to enable progress to be assessed. Targets should be SMART (see below) and can take the form of 'aim-type' targets and 'action-type' targets:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time-bound.

Action-type Targets

- 5.4 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved.
- 5.5 The action-type targets specific to this Travel Plan can be found in **Section 4**, where specific measures for delivery have been identified. **Appendix B** provides an action plan detailing (indicative) roles, responsibilities and timescales for delivery.

Aim-type Targets

- 5.6 Aim-type targets are quantifiable targets against which the effectiveness of the Travel Plan in achieving its stated aims and objectives can be measured. In order to set aim-type targets it is first necessary to have 'baseline' data against which progress can be assessed. A residents travel survey will be undertaken within three months of occupation of the site, which will establish a baseline, from which targets can be set.

TRAVEL PLAN MONITORING

- 5.7 It is important that progress towards the Travel Plan targets is monitored throughout the period of the Travel Plan, and not just at the point at which the targets are to be achieved; this will allow Alam Investments Ltd to be pro-active in identifying any shortfall against the targets, such that they can seek to address this. To this end, the following monitoring procedures will be introduced.

Monitoring and Review Strategy 1: Travel Surveys

- 5.8 It will be the responsibility of the TPC to maintain an understanding of how residents travel, and in particular to understand whether the modal split for trips is in line with the target; this will be done through annual follow-up travel survey questionnaires for residents. The annual surveys will be undertaken on / close to the anniversary of the previous surveys to ensure results are comparable for the duration of the TPC role.

Monitoring and Review Strategy 2: Reporting

- 5.9 Following any future monitoring exercises, a full monitoring report will be prepared and submitted to Rochdale Council. The report will contain an update on the Travel Plan measures delivered and set out the results of the monitoring exercise, in comparison with the targets set out within this report.
- 5.10 If, at the end of the Travel Plan period, targets set out within this report have not been achieved then one further year of implementation and monitoring will take place, with a follow up newsletter to each home and a traffic count. Again, this monitoring exercise will be followed by a full monitoring report submitted to Rochdale Council.



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REPORT APPENDICES

Appendix A

Site Layout

This architectural floor plan illustrates a five-flat residential building. The flats are color-coded and labeled as follows:

- FLAT 1 (Green):** Located on the left side, featuring two bedrooms, a lounge/kitchen, a bathroom, and a cup'd.
- FLAT 2 (Purple):** Located in the bottom center, featuring one bedroom, a lounge/kitchen, a bathroom, and a cup'd.
- FLAT 3 (Red):** Located on the bottom right, featuring one bedroom, a lounge/kitchen, a bathroom, and a cup'd.
- FLAT 4 (Blue):** Located on the top right, featuring one bedroom, a lounge/kitchen, a bathroom, and a cup'd.
- FLAT 5 (Orange):** Located in the center, featuring one bedroom, a lounge/kitchen, a bathroom, and a cup'd.

The plan also includes common areas and utility spaces:

- Entrance Lobby:** Multiple lobbies providing access to each flat.
- Staircases:** Indicated by 'up' and 'down' arrows.
- Storage:** Includes a bicycle store and refuse/bin storage areas.
- Utility:** Features electric meter housing and cup'd (cupboard) areas.
- Proposed roller shutter:** Located at the top of the plan, serving as access to bin and bicycle storage.

The main entrance is located at the bottom center, with individual entrances for each flat. The plan also shows the layout of furniture and fixtures within each flat's rooms.

GENERAL NOTES

DO NOT SCALE FROM THIS DRAWING. INDEPENDENT CONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE ANY WORKS ARE TO COMMENCE. ANY DISCREPANCIES ARE TO BE REPORTED TO THE DESIGNER. IF IN DOUBT ASK ! ALL WORK TO COMPLY TO CURRENT BUILDING REGULATIONS , AND TO BE IN ACCORDANCE WITH BRITISH STANDARDS AND CODES OF PRACTICE.

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PROJECT.

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CLIENT.	SIGNED.
Alam Investments	

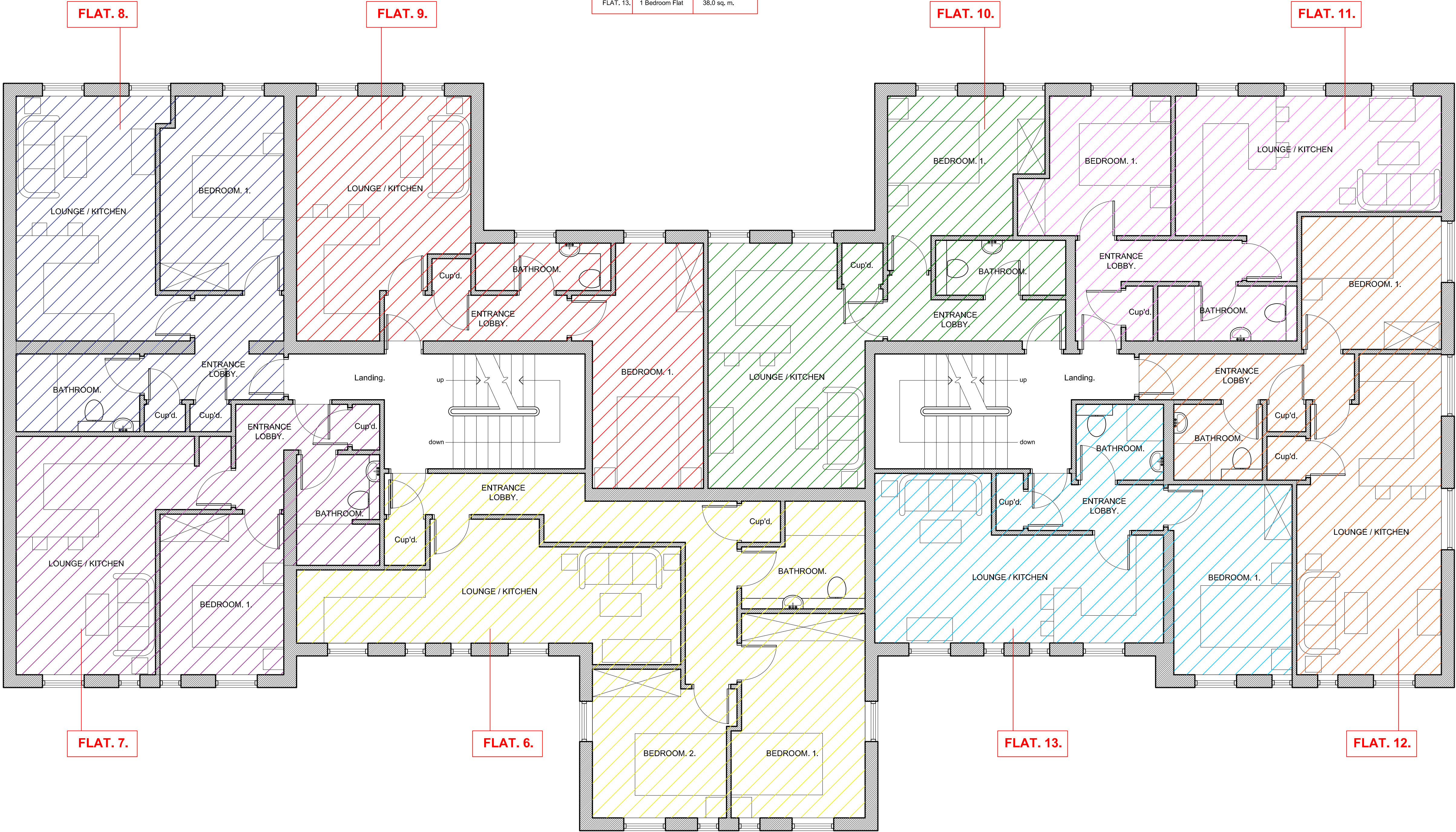
DRAWING TITLE.

PROPOSED GROUND FLOOR PLAN / LAYOUT

DRAWING NO.	SCALE.	DATE.
BL / 23 / 002	1 : 50	30 / 5 / 24

DRAWN BY.
Russ Connolly

FLAT'S	BEDROOMS	SIZE (Sq. M.)
FLAT. 6.	2 Bedroom Flat	61.0 sq. m.
FLAT. 7.	1 Bedroom Flat	38.5 sq. m.
FLAT. 8.	1 Bedroom Flat	42.0 sq. m.
FLAT. 9.	1 Bedroom Flat	39.0 sq. m.
FLAT. 10.	1 Bedroom Flat	38.0 sq. m.
FLAT. 11.	1 Bedroom Flat	37.5 sq. m.
FLAT. 12.	1 Bedroom Flat	39.5 sq. m.
FLAT. 13.	1 Bedroom Flat	38.0 sq. m.



PROPOSED 1st FLOOR PLAN LAYOUT @ 1 : 50

GENERAL NOTES

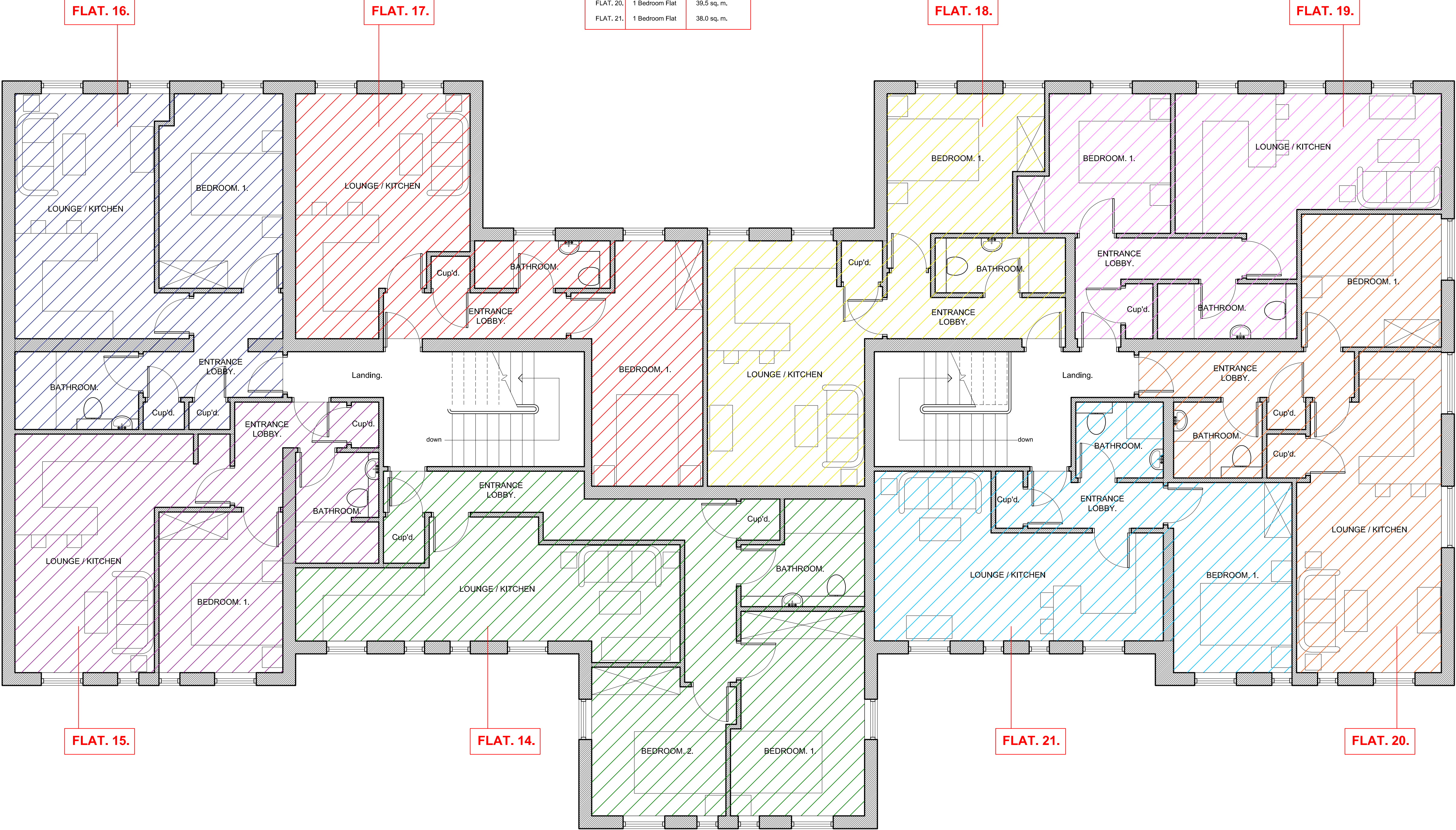
REVISIONS

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identity interiordesign
partnership

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PROJECT. Saint James Place, 168 Yorkshire Street, Rochdale, OL16 2DL		
CLIENT. Alan Investments		SIGNED.



PROPOSED 2nd FLOOR PLAN LAYOUT @ 1 : 50

GENERAL NOTES

REVISIONS

DO NOT SCALE FROM THIS DRAWING. INDEPENDENT CONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE ANY WORKS ARE TO COMMENCE. ANY DISCREPANCIES ARE TO BE REPORTED TO THE DESIGNER. IF IN DOUBT, ASK! ALL WORK TO COMPLY TO CURRENT BUILDING REGULATIONS, AND TO BE IN ACCORDANCE WITH BRITISH STANDARDS AND CODES OF PRACTICE.

identity interior design
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PROJECT. Saint James Place, 168 Yorkshire Street, Rochdale, OL16 2DL		
CLIENT. Alan Investments		SIGNED.
DRAWING TITLE. PROPOSED 2nd FLOOR PLAN / LAYOUT		
DRAWING NO. BL / 23 / 004	SCALE. 1:50 @ A1	DATE. 30 / 5 / 24
DRAWN BY. Russ Connolly		

The floor plan illustrates a four-story residential building with four flats. The layout is as follows:

- FLAT 1 (Top Left):** Includes Bedroom 1, Bedroom 2, a Bathroom, and an Entrance Lobby. It also features a Refuse / Bin Store and an Electric Meter Housing.
- FLAT 2 (Bottom Left):** Includes Bedroom 1, a Bathroom, and an Entrance Lobby. It also features a Refuse / Bin Store and an Electric Meter Housing.
- FLAT 3 (Bottom Right):** Includes Bedroom 1, a Bathroom, and an Entrance Lobby. It also features a Refuse / Bin Store and an Electric Meter Housing.
- FLAT 4 (Top Right):** Includes Bedroom 1, a Bathroom, and an Entrance Lobby. It also features a Refuse / Bin Store and an Electric Meter Housing.
- FLAT 5 (Center):** Includes two Bedrooms, a Bathroom, and an Entrance Lobby. It also features a Refuse / Bin Store and an Electric Meter Housing.

Common areas and features include a central staircase, a Main Entrance, and various storage areas (Cupboards, Refuse / Bin Store, Electric Meter Housing). The plan also shows the location of the Refuse / Bin Store and the Electric Meter Housing for each flat.

FLAT'S	BEDROOMS	GROSS (Sq. M.)
FLAT 14	2 Bedroom Flat	61.0 sq. m.
FLAT 15	1 Bedroom Flat	36.0 sq. m.
FLAT 16	1 Bedroom Flat	42.0 sq. m.
FLAT 17	1 Bedroom Flat	36.0 sq. m.
FLAT 18	1 Bedroom Flat	36.0 sq. m.
FLAT 19	1 Bedroom Flat	37.0 sq. m.
FLAT 20	1 Bedroom Flat	35.0 sq. m.
FLAT 21	1 Bedroom Flat	36.0 sq. m.

PROPOSED FIRST FLOOR PLAN @ 1:100

FLAT 16.

FLAT 17.

FLAT 20.

FLAT 21.

FLAT 18.

FLAT 19.

FLAT 15.

FLAT 14.

PROPOSED SECOND FLOOR PLAN @ 1:100

DRAWN BY.
Charlotte Pink

Appendix B

Action Plan

Action		Responsibility	Target Delivery Date
Management of the Travel Choices Programme			
Management Strategy 1	Appointment of Travel Plan Coordinator	Developer	Prior to first occupations
Engagement on Travel Choices			
Engagement Strategy 1	Prepare Travel Guide	TPC	Prior to first occupations
Engagement Strategy 2	Annual Travel Newsletter	TPC	Annually throughout delivery period
Support for Sustainable Travel Choices			
Support Strategy 1	Personal Journey Planning	TPC	Ongoing throughout delivery period
Support Strategy 2	Provision of Cycle Storage	Developer	Through design
Monitoring and Reviewing the Travel Choices Programme			
Monitoring Strategy 1	Resident Travel Survey	TPC	12 months after occupation
Monitoring Strategy 2	Annual Monitoring Report	TPC	Annually until 5-years after final occupation